(d) There is no proposal under consideration to open Regional Office of the Company at Dehradun.

Losses to Shipyrads

2637. SHRI KASHIRAM RANA:
SHRI SRIKANTA JENA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the shipyards in the country are running incloss;

(b) if so, the names of shipyards which are running in loss and the loss incurred by them during each of the last three years;

(c) the reasons for the losses; and

(d) the steps taken during these years to make these shipyards economically viable?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) (Except Mazagon Dock Limited, Bombay, Goa Shipyard Limited, Goa and Garden Reach Shipbuilders & Engineers Limited, Calcutta, other Public Sector Shipyards under Government of India are running in loss at present.

(b) The names of shipyards which are running in loss with details of losses incurred by these shipyards during each of the last three financial years are given below:-

S.No.	*Name of the Shipyard.*	*1988-89*	*1989-90*	*1990-91*
			(Rs in crores)	
1.	Hindustan Shipyard Limited Visakhapatnam	46.68	79.03	78.35*
2.	Cochin Shipyard Limited, Cochin.	26.37	27.71	20.97
3.	Hooghly Dock & Port Engineers Ltd., Calcutta	2.86	5.18	4.47*
4.	Rajabagan Dockyard of Central Inland Water Transport Corporation, Calcutta.	0.46	0.98	0.01*

* Provisional.

(c) The main reasons for the losses are:-

(i) The cost of contraction of ships is substantially higher than the sale price of ships.

(ii) Long time over-runs in completion of ships

(iii) High interest burden arising out of borrowings

(iv) Low productivity and overmanning.

(d) The following steps have been taken to make these shipyards economically viable:-

(i) Introduction of latest production

technology, such as advance outfitting, modular construction etc., by the shipyards.

(ii) Augmentation of production facilities to optimise capacity utilisation.

(iii) More effective production planning and control system.

(iv) Improving quality control system in shipyards.

(v) Diversification into ship-repair and other profitable activities.

Construction of Cargo Berth at Kandla Port

2638. SHRI KASHIRAM RANA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government propose to construct the seventh cargo berth at Kandia Port;

(b) if so, the details thereof; and

(c) the steps taken in this regard during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c). A proposal for construction of seventh cargo berth at Kandia Port had been sanctioned by Government on 23.6.88 at an estimated cost of Rs.29.80 crores which includes the following:-

(i) Construction of Quay and Transit areas with pile foundation;

(ii) Development of Open Stacking Groud with ground treatment with sand drains and preloading;

(iii) Construction of a single storied warehouse (container freight station) with pile foundation;

(iv) Capital dredging;

(v) Other works like development of back are, pipe-lines, fencing, electrification, miscellaneous buildings etc.

The construction work which started in 1988 is still continuing.

[*English*]

NRI Investments

2639. SHRI GANGADHARA SANIPALLI: Will the Minister of FINANCE be pleased to state the total Non-resident Indian investments in India as on May 31, 1991 and November 30, 1991?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR): The total NRI investment in India is given below:-

Date (As on)	Amount
31.5.91	Rs. 2094 crores
31.10.91	Rs.2173 crores

Reduction in Development Aid by Germany

2640. SHRI RABI RAY:
SHRI PRITHVIRAJ D. CHAVAN:

Will the Minister of FINANCE be pleased to state:

(a) whether Germany has decided to reduce the development aid to India; and

(b) if so, the details thereof and the reasons thereof?